Rules and Regulations for the Classification of Ships, July 2008

Notice No. 7

Effective Date of Latest Amendments:

See page 1

Issue date: December 2008

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RULES AND REGULATIONS FOR THE CLASSIFICATION OF SHIPS, *July 2008*

Notice No. 7

This Notice contains amendments within the following Sections of the *Rules and Regulations for the Classification of Ships, July 2008.* The amendments are effective on the dates shown:

Part	***Chapter***	***Section***	***Effective date***
3	3	4	1 January 2009
4	2	8	1 January 2009
5	13	3	1 January 2009
7	13	1	1 January 2009

It will be noted that the amendments also include corrigenda, which are effective from the date of this Notice.

The *Rules and Regulations for the Classification of Ships, July 2008* are to be read in conjunction with this Notice No. 7. The status of the Rules is now:

Rules for Ships	Effective date:	July 2008
Notice No. 1	Effective dates:	1 August 2008 & Corrigenda
Notice No. 2	Effective dates:	1 January 2009 &Corrigenda
Notice No. 3	Effective dates:	1 November 2008 & Corrigenda
Notice No. 4	Effective dates:	1 May 2007 & 1 July 2008
Notice No. 5	Effective dates:	1 January 2009 & Corrigenda
Notice No. 6	Effective dates:	1 January 2009 & Corrigenda
Notice No. 7	Effective date:	1 January 2009

Part 3, Chapter 3
Structural Design

Effective date 1 January 2009

■ *Section 4*
Bulkhead requirements

4.2 Collision bulkhead

~~*4.2.1* The collision bulkhead in all ships other than passenger ships is to be positioned as detailed in Table 3.4.2. Consideration will, however, be given to proposals for the collision bulkhead to be positioned slightly further aft on arrangement (b) ships, but not more than 0,08L_L from the fore end of L_L, provided that the application is accompanied by calculations showing that flooding of the space forward of the collision bulkhead will not result in any part of the freeboard deck becoming submerged, nor any unacceptable loss of stability.~~

~~*4.2.2* The collision bulkhead in passenger ships is to be in accordance with the following:~~

~~(a) A ship shall have a forepeak or collision bulkhead, which shall be watertight up to the bulkhead deck. (The bulkhead deck is the uppermost deck up to which the transverse watertight bulkheads are carried, *see* 4.1.4). This bulkhead is to be positioned as detailed in Table 3.4.3.~~

~~(b) If a ship has a long forward superstructure, the forepeak or collision bulkhead shall be extended weathertight to the deck next above the bulkhead deck. The extension need not be fitted directly over the bulkhead below, provided it is located within the limits specified in Table 3.4.3 and the part of the bulkhead deck which forms the step is made effectively weathertight.~~

4.2.1 A collision bulkhead shall be fitted which shall be watertight up to the bulkhead deck. This bulkhead shall be located at a distance from the forward perpendicular of not less than 0,05L or 10 m, whichever is the less, and, except as may be permitted by the Administration, not more than 0,08L or 0,05L + 3 m, whichever is the greater.

4.2.2 Where any part of the ship below the waterline extends forward of the forward perpendicular, e.g., a bulbous bow, the distances stipulated in 4.2.1 shall be measured from a point either:

(a) at the mid-length of such extension;

(b) at a distance 0,015L forward of the forward perpendicular; or

(c) at a distance 3 m forward of the forward perpendicular,

whichever gives the smallest measurement.

4.2.3 No doors, manholes, access openings, ventilation ducts or any other openings shall be fitted in the collision bulkhead below the bulkhead deck.

~~Table 3.4.2 Collision bulkhead position (other than~~ passenger ships)

Arrangement	Length L_L, in metres	Distance of collision bulkhead aft of fore end of L_L, in metres	
		Minimum	Maximum
(a)	≤ 200	$0{,}05L_L$	$0{,}08L_L$
	> 200	10	$0{,}08L_L$
(b)	≤ 200	$0{,}05L_L - f_1$	$0{,}08L_L - f_1$
	> 200	$10 - f_2$	$0{,}08L_L - f_2$

Symbols and definitions

$f_1 = \frac{G}{2}$ or $0{,}015L_L$, whichever is the lesser

$f_2 = \frac{G}{2}$ or 3 m, whichever is the lesser

G = projection of bulbous bow forward of fore end of L_L, in metres

L_L is as defined in Ch 1,6.1

Arrangement (a) A ship that has no part of its underwater body extending forward of the fore end of L_L

Arrangement (b) A ship with part of its underwater body extending forward of the fore end of L_L (e.g. bulbous bow)

Table 3.4.3 Collision bulkhead position for passenger ships

Arrangement	Distance of collision bulkhead aft of fore perpendicular, in metres	
	Minimum	Maximum
(a)	$0{,}05L_{pp}$	$3 + 0{,}05L_{pp}$
(b)	$0{,}05L_{pp} - f$	$3 + 0{,}05L_{pp} - f$

Symbols and definitions

$f = \frac{G}{2}$ or $0{,}015L_{pp}$ or 3 m, whichever is the lesser

G = projection of bulbous bow forward of fore perpendicular, in metres

L_{pp} is to be taken as the length measured between the extremities of the deepest subdivision waterline

Arrangement (a) A ship that has no part of its underwater body extending forward of the fore perpendicular

Arrangement (b) A ship with part of its underwater body extending forward of the fore perpendicular, (e.g. bulbous bow)

4.3 After peak bulkhead

4.3.1 All ships are to have an after peak bulkhead generally enclosing the sterntube and rudder trunk in a watertight compartment. In twin screw ships where the bossing ends forward of the after peak bulkhead, the sterntubes are to be enclosed in suitable watertight spaces inside or aft of the shaft tunnels. ~~In passenger ships, the~~ The sterntubes are to be enclosed in watertight spaces of moderate volume. In passenger ships, the ~~The~~ stern gland is to be situated in a watertight shaft tunnel or other watertight space separate from the stern tube compartment and of such volume that, if flooded by leakage through the stern gland, the ~~margin line~~ bulkhead deck will not be submerged. ~~(The margin line is a line drawn at least 76 mm below the upper surface of the bulkhead deck at side).~~

4.5 Watertight recesses, flats and loading ramps

4.5.2 In collision bulkheads, any recesses or steps in the bulkhead are to fall within the limits of bulkhead positions given in 4.2.1. Where the bulkhead is extended above the freeboard deck or bulkhead deck ~~in passenger ships~~, the extension need only be to weathertight standards. If a step occurs at that deck, the deck need also only be to weathertight standards in way of the step, unless the step forms the crown of a tank, *see* Pt 4, Ch 1,4.

4.5.3 Where bow doors are fitted and a sloping loading ramp forms part of the extension of the collision bulkhead above the bulkhead deck the ramp shall be weathertight over its complete length. In cargo ships the part of the ramp which is more than 2,3 m above the bulkhead deck may extend forward of the limit specified in 4.2.1 or 4.2.2. Ramps not meeting the above requirements shall be disregarded as an extension of the collision bulkhead.

4.5.4 The number of openings in the extension of the collision bulkhead above the freeboard deck shall be restricted to the minimum compatible with the design and normal operation of the ship. All such openings shall be capable of being closed weathertight.

Part 4, Chapter 2

Ferries, Roll on-Roll off Ships and Passenger Ships

Effective date 1 January 2009

■ *Section 8*
Bow doors and inner doors

8.2 General

8.2.3 Where bow doors lead to a complete or long forward enclosed superstructure, or to a long non-enclosed superstructure which is fitted to attain minimum bow height equivalence, an inner door is to be fitted. The inner door is to be part of the collision bulkhead. Where a sloping vehicle ramp forming the collision bulkhead above the freeboard deck is arranged, the inner door may be omitted if the ramp is weathertight over its complete length and fulfils the requirements of Pt 3, Ch 3 concerning the position of the collision bulkhead. ~~When considering the position of the collision bulkhead, any ramp attached to the main ramp forming a collision bulkhead is to be considered part of the collision bulkhead. *See also* Pt 3, Ch 3,4.5.2.~~

Part 5, Chapter 13

Ship Piping Systems

Effective date 1 January 2009

■ *Section 3*
Drainage of compartments, other than machinery space

3.5 Fore and after peaks

3.5.4 Except as permitted by 3.5.5, the collision bulkhead ~~in passenger ships~~ is not to be pierced below the bulkhead deck by more than one pipe for dealing with the contents of the fore peak. The pipe is to be provided with a screw-down valve capable of being operated from an accessible position above the bulkhead deck, the chest being secured to the bulkhead inside the fore peak. An indicator is to be provided to show whether the valve is open or closed. The valves may be fitted on the after side of the collision bulkhead, provided that the valve is readily accessible under all service conditions and the space in which it is located is not a cargo space.

3.5.5 Where the fore peak ~~(in passenger ships)~~ is divided into two compartments, the collision bulkhead may be pierced below the bulkhead deck by two pipes (i.e. one for each compartment) provided there is no practical alternative to the fitting of a second pipe. Each pipe is to be provided with a screw-down valve, fitted and controlled as in 3.5.4.

~~*3.5.6* In ships other than passenger ships, pipes piercing the collision bulkhead are to be fitted with suitable valves operable from above the freeboard deck and the valve chests are to be secured to the bulkhead inside the fore peak. The valves may be fitted on the after side of the collision bulkhead, provided that the valve is readily accessible under all service conditions and the space in which it is located is not a cargo space.~~

Part 7, Chapter 13

Arrangements and Equipment for the Safety of Bulk Carriers and Single Hold Cargo Ships other than Bulk Carriers

Effective date 1 January 2009

■ *Section 1*
Water ingress detection arrangements

1.1 General requirements

1.1.2 Equipment for detecting the ingress of water in single hold cargo ships is to be fitted in accordance with the requirements of SOLAS 1974 as amended, Chapter II-1, Regulation ~~23-3~~ 25.

Section numbering in brackets reflects any Section renumbering necessitated by any of the Notices that update the current version of the Rules for Ships.

Part 7, Chapter 13

2.1.2	*Reference* Pt 5, Ch 13,3.5.6 *now reads* Pt 5, Ch 13,3.5.4.

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